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Patent Claims

1. Brake system for a vehicle, having a brake servo  
5 assistance unit (16) for the automatic generation of  
brake force and at least one sensor (10, 22, 23) for  
the generation of a measuring signal, which  
represents an activity on the part of the driver and  
can be fed to a brake pressure control unit, it  
10 being possible to generate an activation control  
signal for the actuation of the brake servo  
assistance unit (16) should the measuring signal lie  
within an activation value range,  
characterized in that  
15 at least two sensors (10, 22, 23) are provided for  
the measurement of an activity on the part of the  
driver and an activation control signal can be  
generated should the measuring signals from the  
sensors (10, 22, 23) each exceed a reference value.  
20
2. Brake system according to Claim 1,  
characterized in that  
absolute values and/or gradients can be generated as  
measuring signals.  
25
3. Brake system according to Claim 1 or 2,  
characterized in that  
the reference values assigned to the sensors (10,  
22, 23) are different.  
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4. Brake system according to Claim 3,  
characterized in that  
the second reference value can be generated by  
multiplying the first reference value by a reduction  
35 factor of less than one.

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5. Brake system according to one of Claims 1 to 4,  
characterized in that  
an activation control signal can be generated for a  
temporary activation of the brake servo assistance  
unit (16) for a limited period, should the higher  
reference value from one sensor (10, 22, 23) be  
exceeded and the reduced reference value from the  
second sensor (10, 22, 23) not yet be attained.
6. Brake system according to Claim 5,  
characterized in that  
the activation is maintained for a limited, defined  
number of working cycles of the control unit and  
thereafter a deactivation control signal can be  
generated for deactivation of the brake servo  
assistance unit (16).
7. Brake system according to Claim 5 or 6,  
characterized in that  
the activation is maintained, should the measuring  
signal from the second sensor (10, 22, 23) exceed  
the reduced reference value during the defined  
number of working cycles.
8. Brake system according to one of Claims 1 to 7,  
characterized in that  
a deactivation control signal deactivating the brake  
servo assistance unit (16) can be generated, should  
the measuring signal from at least one sensor (10,  
22, 23) fall below a reference value.
9. Brake system according to one of Claims 1 to 8,  
characterized in that  
at least two pressure sensors (22, 23) are provided  
for measuring the activity on the part of the  
driver.
10. Brake system according to Claim 9,  
characterized in that

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the pressure sensors (22, 23) are arranged in a common brake circuit.

- 5 11. Brake system according to Claim 9,  
characterized in that  
the pressure sensors (22, 23) are arranged in  
different brake circuits.
- 10 12. Brake system according to one of Claims 1 to 11,  
characterized in that  
at least one travel sensor (10) is provided for  
measuring an activity on the part of the driver.
- 15 13. Brake system according to one of Claims 1 to 12,  
characterized in that  
at least one travel sensor (10) and at least one  
pressure sensor (22, 23) are provided for measuring  
an activity on the part of the driver.
- 20 14. Brake system according to Claim 13,  
characterized in that  
an activation control signal can be generated,  
should the pressure gradient of one pressure sensor  
(22, 23) and the speed value calculated from  
25 successive measuring signals of the travel sensor  
(10) each exceed a reference value.
- 30 15. Brake system according to Claim 13 or 14,  
characterized in that  
an activation control signal can be generated,  
should the pressure value of the pressure sensor  
(22, 23) and the speed value of the travel sensor  
(10) each exceed a reference value.
- 35 16. Brake system according to one of Claims 13 to 15,  
characterized in that  
an activation control signal can be generated,  
should the pressure gradient of the pressure sensor

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(22, 23) and the travel of the travel sensor (10) each exceed a reference value.

- 5 17. Brake system according to one of Claims 13 to 16, characterized in that a deactivation control signal can be generated should the measuring signal from the travel sensor (10) fall below a reference value.
- 10 18. Brake system according to one of Claims 1 to 17, characterized in that a trip switch (9) is provided for deactivation of the brake servo assistance unit, which is installed in the brake booster (6) of the brake system (1), it  
15 being possible to generate a deactivation control signal, should the measuring signal of the trip switch (9) fall below a reference value.
- 20 19. Brake system according to one of Claims 1 to 18, characterized in that the measuring signals from the sensors (10, 22, 23) for generating an activation control signal must occur within a defined time window.